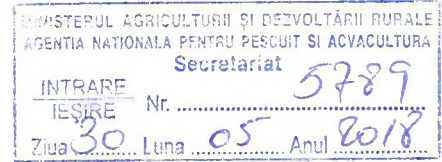




MINISTRY OF AGRICULTURE AND RURAL DEVELOPMENT
NATIONAL AGENCY FOR FISHERIES AND AQUACULTURE



ANNUAL REPORT

**on efforts to achieve a sustainable balance between fishing
capacity and fishing opportunities for the year 2017**

ROMANIA

pursuant to the Article 22 of the *Regulation (EU) no 1380/2013 of the European Parliament and of the Council of 11 December 2013 on the Common Fisheries Policy, amending Council Regulations (EC) No 1954/2003 and (EC) No 1224/2009 and repealing Council Regulations (EC) No 2371/2002 and (EC) No 639/2004 and Council Decision 2004/585/EC*

Prepared by the

National Agency for Fisheries and Aquaculture
And
National Institute for Marine Research and Development
"Grigore Antipa" Constanta

May 2018

Table of Contents

Section no.	Section title	Page
	Introduction	3
A.	Description of the fishing fleets in relation to fisheries: developments during the previous year, including fisheries covered by multiannual management or recovery plans	3
A.1	<i>Description of fleets</i>	3
A.2	<i>Link with fisheries</i>	5
A.3	<i>Development in fleets</i>	6
B.	Impact of fishing effort reduction schemes on fishing capacity	6
B.1	<i>Statement of effort reduction schemes</i>	6
B.2	<i>Impact on fishing capacity of effort reduction schemes</i>	7
C.	Statement of compliance with entry / exit scheme and with level of reference	7
D.	Strength and weaknesses of the fleet management system with plan for improvements and information on general level of compliance with fleet policy instruments	8
D.1	<i>Summary of weaknesses & strengths of fleet management system</i>	8
D.2	<i>Plan for improvements in fleet management system</i>	9
D.3	<i>Information on general level of compliance with fleet policy instruments</i>	9
E.	Information on changes of the administrative procedures relevant to management of the fleet	9
F.	Estimation and discussion of balance indicators	10
F.1	<i>Technical indicators</i>	10
F.2	<i>Biological indicators</i>	11
F.3	<i>Economic indicators</i>	12
	Annexes	14

Introduction

Article 22 of Council Regulation (EC) No. 1830/2013 provides for the submission of Annual report by the Member States on efforts to achieve a sustainable balance between fishing capacity and fishing opportunities of their one commercial fleets. The Annual Report corresponds to the structure required elements of “Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy amending Council Regulations (EC) No 1954/2003 and (EC) No 1224/2009 and repealing Council Regulations (EC) No 2371/2002 and (EC) No 639/2004 and Council Decision 2004/585/EC (Brussels, 2.9.2014 COM(2014) 545 final)”.

A. Description of the fishing fleets in relation to fisheries: developments during the previous year, including fisheries covered by multiannual management or recovery plans

A.1 Description of fleets

The Romanian fishing fleet is operating in the area of competence of the Regional Fisheries Management Organisations - G.F.C.M., Area 37 - Mediterranean and Black Sea, Sub-area 37.4., Division 37.4.2, GSA 29.

Sea fishing is conducted along the Romanian coastline and is limited to the marine waters areas up to 60-70-meter isobaths, exclusively in the EEZ. Romanian fleet operates up to 30–35 marine miles out of shore. Fishing activity is seasonal because of the strict dependence of climate conditions and implicitly on the presence of living aquatic resources in the area.

The number of fishing vessels has considerably decreased by removing inactive vessels (the reason being: poor technical condition, no annual activities, orientation to other activities (tourism, commercial fishing in continental waters, etc.) starting with 2012 year. Thereby, although in 2011 there were 488 registered vessels/small boats, only 200 were active, the share by length classes segments was the following: 77.5% small boats between 06-12 m, 21% between 00-06 M, 1% vessels of 24-40 m and 0.5% vessels of 18-24 m. It would be observed that in 2011 the important share in fishing activities is belong to the 06-12 m segment, that have carried out activities with stationary gears (gillnets, longlines/hooks, FPN), surrounding gears and manual harvesting of the Rapa whelk, the capture by this segment totalizing 72% of the total landed catches. The total capture landed in 2012 was 810.682 kg. Rapa whelk is the characteristic species influenced at most the actual structure of fishing activities and effort deployed.

In 2012, the total number of registered boats/vessels was 261, out of which only 183 were active, the share counting for 06-12m (79%) small vessels, with a total catch representing 85% of the total catches of the fleet. Starting with 2013, fishing activities of Rapa whelk concentrated on tow main catching technics: on the manual harvesting, but also with mechanized beam trawl, which has led to the purchase of new types of vessels belonging to 12-18m and 18-24m segments, equipped with easy-to-use fishing facilities, stationary gears (gillnets, longlines, cages, etc.) and trawls (pelagic trawl or beam trawl). The total number of ships in 2013 was 194 of which only 112 were active. The share of active vessels in length segments was as follows: 81% 06-12m boats, 13% boats 00-06m, 4% 12-18m vessels and 2% 24-40m vessels.

Total landed capture in 2013 was 1,617.354 kg. The catch captured by the 6-12m segments was 53% of the total landings. From 2013 onwards, the segments of 24-40 m and specially 12-18 m started to increase slightly, both in fishing units as number and total landings, counting: 15% for 24-40m segment and 21% for 12-18m segment of total landings.

In 2014, the number of fishing vessels was 158, of which 123 active and 35 inactive. The share of active vessels in length segments was: 82% 06-12 m small boats, 8% 00-06m small

boats, 8% 12-18m vessels and 2% 24-40m vessels. As it would be analysed in 2014, the share of the segment of 06-12 m small boats have been kept constant, but the share of 12-18 m increased, due to the switching of fishermen towards the mechanized exploitation of the Rapa whelk, the 24- 40m has remained constant and the 00-06m has suffered a slight reduction.

The total landings in 2014 were 2,199.519 kg. The landings of the 06-12m small boats segment accounted for 44% of the total catches but corresponding to an increased number of vessels belonging to the 12-18m segment, mainly using the beam trawl, leading to a significant increase in catches, summing 41% of the total catches. Compared to 2013, it has recorded a significant increase in the level of catches by fishing segments for vessels with the length of 12-18 m. The catches on the segment length of 24 - 40 m vessels were kept approximately constant at the level of 2013.

In the year 2015, there were registered 151 small boats and vessels of which 127 active and 24 inactive. An increased number of active vessel and a decreased number of inactive ones was recorded, and the share of active vessels by length segments was the following: 79% 06-12 m small boats, 9% 00-06 m small boats, 9% vessels of 12-18 m, 2% vessels of 24-40 m and 1% vessels of 18-24 m length. There is a decrease in the number of small boats between 00 - 12 m, respectively an increase of the number of vessels with a length of more than 12 m. A progressive increase is still recorded number of vessels 12 - 18 m. *Total landings in 2015 was 4,842.573 kg.* The catches of the 06 -12 m segment was 32% of the total fleet landed catches, while in the 12-18m segment, the catches were 41% of the total fleet. A significant increase in total catches was recorded in the 24-40m length segment, representing 21% of the total landings. Excluding the capture of the small boats segment 00-06m and 06-12m length, it's observed that 67% of the total catches was achieved by vessels with lengths greater than 12 m.

In 2016, the number of total recorded vessels was lower by 4 units than 2015 year. From the 147 vessel numbers, 121 were active and 26 were inactive. The trend was still to reduce the number of vessels in the segments 00-06 m and 06-12 m and to increase the segments of vessels with length exceeding 12 m. Thus, the share held by the active vessels by length segments was the following: 78% boats of 06-12 m, 8% boats of 00-06 m, 2.5% vessels of 24-40 m, 0.5% vessels of 18-24 m and 11% vessels of 12-18 m. An increase in the number of vessels in the segment of 12 - 18 m and a slight increase in the segment 24 - 40 m. The total landings in 2016 were 6,839.443 kg. With regard to registered share by length segments, the catches of the 12-18m were most important with 56% of the total landings. A slight increase was also registered in the segment 24-40 m, 15%, while the segment that was dominant until 2014 had a share of only 23%. See the previous Romania Annual Report, May, 2017.

The number of total vessels in 2017, as per FFR data reported to DG MARE at 31.12.2017, as structure, comprises: 155 total number of vessels, of which 135 active vessels and 20 inactive, less than 13 %; 87 % of vessels in FFR were active, indicating an increase of quality management measures on the application of Action Plan measures in the past two years, 2016/2017. In analysing the 2017 structure fleet are used the figures from Table 1, below.

Table 1. Structure of the Romanian fleet in 2017 by fleet segments, fishermen and vessels number, length classes, average age, GT and Kw

Length class (m)	Total vessels	Share of the total vessel (%)	Fishing techniques	Average length	Average age	Total GT	Total Kw	Total fishermen
VL 00-06	12	7.74	PG *	5.25	15.2	9.21	189.78	29
VL 06-12	65	41.93	PG	7.68	21.74	101.64	583.66	154
VL 06-12	34	21.94	PMP*	8.07	15.97	104.13	540.54	117
<u>VL 12-18</u>	<u>19</u>	<u>12.26</u>	<u>PMP</u>	<u>14.69</u>	<u>7.6</u>	<u>616.41</u>	<u>3,300.41</u>	<u>74</u>
VL 18-24	1	0.65	PMP	20.2	18	70	272.06	5
VL 24-40	4	2.58	PMP	25.75	25.8	476	1,217.25	25

VL 00-06	4	2.58	inactive	5.1	18.3	3.09	4.41	-
VL 06-12	16	10.32	inactive	7.73	18.2	26.65	92.67	-
Total	155	100%				1407.13	6200.78	404

PG * vessels using only stationary fishing gears; PMP* vessels using both, active and stationary fishing gears

Despite the fact the small vessels 06-12m are taking the largest share, as number of 63.87%, the GT and Kw of its are very low. 12.26 % correspond for the length vessel segment 12-18m (19 units), but for 43.81% as GT and 53.23% as Kw, the most important share in the fleet. The segment is the most important, followed by: 24-40m segment with 476 GT – 33.83% and 1,217.25 Kw – 19.63%, and 06-12m segment with 2015,77 GT – 14.62% and 1,124.20 Kw – 18.13% from total fleet capacity – see Table 2.

Table 2. Structure of the Romanian fleet in 2017 in % by fleet segments as GT and Kw.

GT, Kw, % fleet segments (active and inactive vessels)		Total GT	% GT	Total Kw	% Kw
Active	00 - 06 m	9.21	0.01	189.78	3.06
	06 - 12 m	205.77	14.62	1,124.20	18.13
	12 - 18 m	616.41	43.81	3,300.41	53.23
	18 - 24 m	70	6.68	272.06	4.39
	24 - 40 m	476	33.83	1,217.25	19.63
Inactive	00 - 06 m	3.09	0.22	4.41	0.07
	06 - 12 m	26.65	1.89	92.67	1.49
Total fleet		1407.13	100,00	6,200.78	100,00

As it could be seen from the Table 2., a very low percentage of 2.11 % as GT and 1.56 % as Kw, is not used, from the total fishing capacity achieved, according to the number of vessels in Fishing Fleet Register at 31.12.2017, a very low percentage, all most negligible.

It conducts to the conclusion that **in 2017 total fleet capacity has very good percentage of use, corresponding to 97.89 % for GT and 98.44 % for Kw.**

A. 2 Link with fisheries

The current status of fishing in Romania is similar to the last 2 years (2015 and 2016), the fishing activities being carried out only in the waters of the Black Sea under Romania jurisdiction. There are no fishing activities in other regions or catches of other species than in the area of Romania.

A total of 14 different species were landed in 2017 counting for significant catches. The most important in terms of quantity and value are listed in the tables below – Table 3. Trends in landings were stable over time, with small pelagic species dominating the overall structure. Small pelagic species constituting as significant species in terms of volume, are represented by: sprat – 0.30 %, 0.72% horse mackerel and other pelagic species. Table 2 shows the main catch as shared in total landings recorded, being Rapa whelk – 96.77 %, followed by Mediterranean mussels – 1.46 %, turbot - 0.45 %.

Table 3. Distribution of total landings by species in 2017 per share in total landings (kg) by species, fleet segment and principal fishing gear

Species	Fleet segments	% of the catches per main segment	Fishing gear	% of catches by principal fishing	Total landings (kg)	Share in total landings (%)

				gear		
TUR	VL0612	48.05	GNS	98.72	43,220	0.45
SPR	VL2440	61.07	OTM	61.07	28,738	0.30
DGS	VL0612	73.98	GNS	82.11	1,995	0.02
RPW	VL1218	56.24	TBB	80.06	9,244,247	96.77
SHC	VL0612	50.43	GNS	75.37	7,740	0.08
MUF	VL0612	93.28	GNS	98.66	372	0.00
MGA	VL0612	69.12	GNS	74.64	694	0.01
MBF	VL0612	45.64	GNS	45.64	3,219	0.03
GPA	VL0612	38.10	LHP	38.10	9,411	0.10
MUT	VL0612	92.77	FPN	97.52	2,503	0.03
ANE	VL0612	94.30	FPN	99.59	27,275	0.29
CUI	VL0612	82.44	FPN	82.44	1486	0.02
MSM	VL0612	99.99	NO	100	142,108	1.46
HMM	VL0612	92.97	FPN	92.97	34,569	0.36
Other sp.	VL0612	89.46	FPN	91.40	5,605	0.06
Total					9,553,182	100

It could be considered and concluded the fishing fleet activity is dependent on the TACs under EU regulation for turbot and sprat, and, also, on Rapa whelk and mussels based on the stock abundance offering good opportunities for fishermen.

A. 3 Development in fleets

In 2016, 23 vessels left the fleet (36.21 GT and 757.47 kW) **and changed their activities** (at the request of owners without public aid-RET), **and 19 vessels entered to the fleet (271.97 GT and 792.48 kW) as a change of activity - CHA**, according to the codes of the Regulation on the Community fishing fleet register CE No.26 /2004, Commission Implementing Regulation (EU) No 741/2014 of 8 July 2014 amending Regulation (EC) No 26/2004 on the Community fishing fleet register.

In 2017, 19 vessels left the fleet (34.25 GT and 544.48 kW) **and changed their activities** (at the request of owners without public aid-RET), **and 28 vessels entered to the fleet (335.28 GT and 1234.65 kW) as a change of activity - CHA**, according to the codes of the Commission Implementing Regulation (EU) No 741/2014 of 8 July 2014 amending Regulation (EC) No 26/2004 on the Community fishing fleet register.

At the end of 2017, there were 155 vessels in the fishing fleet, with a total capacity of 1407.13 GT and 6200.78 kW, as per Table 1.

B. Impact of fishing effort reduction schemes on fishing capacity

B.1 Statement of effort reduction schemes

Romania is acting since 2008 to reduce and maintain the fishing capacity according to the principles of the Common Fisheries Policy and to the fleet capacity ceiling which was established in the Annex II of Regulation (EU) 1380/2013.

According to these principles and to the management measures of the entry/exit regime used in 2017, **Romania fulfilled its commitments related to the ceiling levels, namely the actual total GT is 1,108.98 tonnes and engine power is 5,845.82 kW, lower to the maximum levels of 1,908 GT and 6,356 kW, as per regulation.**

We may conclude the management of the fishing fleet capacity, is correct, and no exceeding levels of the fleet capacity were reported in 2017 – see Table 3.

B.2 Impact on fishing capacity of effort reduction schemes

Demersal species (turbot and picked-dog fish, as by catch) whose stocks in the North-Est Black Sea Romania shares with Bulgaria and Ukraine, have been for decades all most important target species of the Romanian fishermen. However, the landings of these two species and their share in the composition of the whole landings have changed substantially after Romania implemented the provisions of EU legislation, mainly after TAC system introduction for turbot and the provisions of GFCM and EU measures to reduce the catches of both species. In the same time “Permanent cessation of fishing activities measure” (scrapping measure financed with funds from the EFF), that started in the second half of 2012 and ended in the first half of 2013.

It should be emphasized that this catches contribution of the Romanian fishing fleet cannot be expected to have a noticeable impact on the status of the fish stocks exploited by the Romanian fishing fleet, since Romania exploits a very small fraction of these stocks in comparison to other Member States or other riparian countries in the same sub region and/or whole region of the Black Sea whose fishing vessels are targeting the same stocks.

With regard to this, it is important to note that Romanian catches have always been low and they are in the last few years **less than 0,10%** of their exploitation in the GFCM area, while the overwhelming share of the stocks is caught by other third riparian countries with whom Romania shares these stocks species in GSA 29.

i. The multiannual management plan for eliminate IUU in Turbot fishery of Black Sea

Since October 2016 exploitation of turbot is under the conditions to monitor, deter and eliminate the IUU fishery of turbot as per specific recommendation of GFCM in the Black Sea. Vessels actively fishing for turbot stock are subject of the management measures of its recommendation, aligned to the measures adopted by the EU TACs regulation and Romanian legislation in place. In Romania, the segments of fishing fleet that are subject of management measures include vessels using passive and active gears special authorized for.

In accordance with the adopted management measures, Romania submitted to the Secretariat of the GFCM the list of all authorized vessels, and special annual report on the fishing activities deployed by vessels each year, in order to enforce the control, monitoring and surveillance activities.

Due to the unfavorable state of the stock, this precautionary approach on this specific fishery is applied. In line with the adopted measures, fishing vessels subject of these measures obey for a spatio-temporal closure of fishery of two month – minimum 60 days, on the Turbot spawning period. Romania applied closure of this fishery in the period 15 April – 15 June each year in its territorial waters. As the stock assessment data in 2016/2017 showed an increasing trend of total biomass level, both GFCM and EC increased the TACs catches up to 57 tones, recognizing the positive results achieved by Romanian authorities on the managing plan at national level for this fishery.

C. Statement of compliance with entry/exit scheme and with level of reference

As mentioned above, complying with the necessity to maintain and to improve the efficiency of fleet capacity, Romania is acting in respect of entry/exit scheme and under the approved level of reference for KW and GT ceilings, as set in the Annex II is 1908 GT and 6356 kW. Prior to accession, there were no capacity ceilings and is shown in the Table 3 bellow. **The management measures of fishing fleet, as per the previous action plans deployed in 2017 reveal increased**

values over 2016, for: number of fishing vessels – 155, GT level – 1,407.13 and Kw level achieved – 6.356.

Table 4. Fleet capacity of Romania operating in the Black Sea at 31.12.2016

	GT	KW
Reference level as at 1 January 2007	2315	7473
Status of fleet as at 1 January 2007	2504	8153
Reference level as at 31 December 2016	1908	6356
Status of fleet as at 31 December 2016	1108.98	5845.82
Entries in 2016	271.97	792.48
Exits in 2016	36.21	757.47

Table 5. Fleet capacity of Romania operating in the Black Sea at 31.12.2017

	GT	KW
Reference level as at 1 January 2007	2315	7473
Status of fleet as at 1 January 2007	2504	8153
Reference level as at 31 December 2017	1908	6356
Status of fleet as at 31 December 2017	1407.13	6200.78
Entries in 2017	335.28	1234.65
Exits in 2017	34.25	544.48

The reduction of the number of the vessels between 2012 and 2017, corresponds from a total of 261 to 155, and also the number of fishermen from 471 to 404 – mentioned in Table 1., above.

D. Strength and weaknesses of the fleet management system with plan for improvements and information on general level of compliance with fleet policy instruments

Considering that no major changes in the fishing fleet management were encountered in 2017 the similarity of the processes was in unchanged over 2016 year. **The most important management measure of the fleet implemented by national authority is to approve of the small vessels exits and big vessels entries, showed in Table 1.** The strategy for the sector consolidation is to increase the number of vessels in the segments fleet 18-40m, more suitable for marine resources stocks exploitation in Romania Black Sea waters. Due to the a reduce number of fish species with significant economic value in the area, less than in Mediterranean area, this strategy of the fishermen is leading to an increased profitability of the whole fishery.

D.1 Summary of weaknesses & strengths of fleet management system

Main challenges – at national level are similar with that ones in 2016, namely:

- Low technical level of infrastructure and equipment: no modernized/well equipped fishing ports/landing points, docks, storage facilities, and their maintenance etc.
- Poor condition of the fishing fleet, vessels requiring technical improvements, even replacement, just a few numbers of entered vessels in upper length class were recorded – in 2017;
- The offered fish products are not fully answering to the market requirements, especially on the quality of sailing chain;
- A low qualitative activity level of producers' organizations/associations which are not ensuring, inter alia the training of fishermen and thus conducting too weak coordination in the sector.
- The selectivity of the gears should be improved;
- Reduced/small number of employees, which does not carry out other complementary activities with inferior qualification in fishery;
- Less access to financial resources for investments.

Possible Solutions foreseen to improve:

- Authorising system to encourage fishing activities of the more efficient vessels;
- Enforcing the actual system of TACs and individual quotas allocation;
- Modernization of the fishing fleet in the Black Sea (ships and boats), targeting the improvement of the efficiency;
- Support the structure of the processing industry capitalizing the benefits of the catches, under specific links between processors organizations and fishermen organizations;
- Support the distribution and marketing of fisheries sector products chains of the local producers, to counteract the hard competition of the supermarkets importing ocean fishery products;
- Strengthen the development of internal market for fish and fish products;
- Improving the administrative capacity of the national authority offering special assistance in the implementation of the projects aiming the consolidation of local fishing communities, who will continue to organise meetings between scientists and fishermen.
- The new opportunities revealed by the new established Advisory Council for Black Sea.

D. 2 Plan for improvements in fleet management system –

Romania is maintaining the target to have a minimum level (“minimum vitalis”) of its fishing fleet operating in the Black Sea preserving and consolidating fishing activity, achieved target, and to develop related activities, target not yet achieved. Romania is maintaining the targets respecting/fulfilling the total ceiling levels, also aiming the consolidation of small-scale fishing fleet.

The Electronic Recording System (ERS), under Regulation EC 1224/2009 is to replace paper logbook and landing declarations and ensuring the accurate and faster record and transmission and exchange of data. In addition, the sales notes of all registered first-sale buyers are planned to be electronically recorded, conducting to a more accurate, fast recorded and transmissions of trading data (first sales points).

Actually, the system is working simultaneous with the previous one, using paper documents. Only the flux system is to be finalized, and the actual operating system will be used till the finalisation of ERS system operability, and DG MARE exchanges/transmissions, under specialized services of the EC and EFCA works.

D. 3 Information on general level of compliance with fleet policy instruments

Romania is implementing annually technical measures aiming to achieve balance between national fishing capacity and the available fishing opportunities specific for the Black Sea. For this reason, Romania is using the principals of the EU CFP regulations, other specific regulations such as: managing the fishing fleet register, as well as the provisions of Regional fishery management organization – GFCM recommendations. The level of compliance with these provisions generally is assured by:

- Ceiling the fish catches up to the level of approved fishing opportunities allocated to fishermen on a system for TACs and quota allocations. based annually on scientific studies;
- Managing, monitoring and controlling regularly the fish capacity at the level approved by EU Regulation 1380/2013 – see chapter C.

E. Information on changes of the administrative procedures relevant to management of the fleet

During 2017, despite of non-major/significant changes in the fleet structure, the administrative procedures are targeting for an improved management of fishing capacity. We are mentioning the most relevant measures of fleet management:

- System of annually allocation of fishing opportunities, based on scientific studies, by vessels fishing capacity, targeting species under EU TACs and national allocations in a system of

authorizing vessels based on allocation schemes including specific criteria allocation of fishing opportunities;

- Organising meetings between fishermen, scientists and national authority implementing the CFP and national legislation;
- Establishment the annual seasonal closure of fishery for the most relevant species in the area;
- Establishing the fishing effort by annual order of the responsible authority;
- It was launched the pilot study on the impact of Rapa whelk fishery using bottom trawls in relation with other demersal species – namely turbot. The preliminary results were submitted to DG MARE in September 2017, and it will be continued on National Data Collection Working Plan implementation.
- Finalization of the plan for controlling the fishing engine power and the control of the fishing gears designed in 2016;
- Have been started actions, in cooperation with fishermen organizations and Advisory Council for Black Sea comprising the scientists aiming the improvement of better knowledge of the specific fishing gears used by metiers, assessing the impact on marine ecosystem, establishing common measures ensuring **the sustainable exploitation of fishery resources and the protection of marine ecosystems through adapted technical measures, in order to put in place specific regulatory legislative acts at national level.**

F. Estimation and discussion of balance indicators

A general comment should be done in the actual Report in order to withdraw the attention to relevant analysing and decisional bodies of the EU to evaluate the impact of a small fishing fleet versus to a bigger fishing fleet and the unbalance on the fishing capacities of other national fleets on the area of Black Sea, and to address relevant technical, management measures in order to be achieved by all riparian countries of a level playing field on the exploitation of marine into the basin resources, leading to a similar managing system should be implemented, both in EU and GFCM commissions.

F.1 Technical indicators (Actual Effort*kW or GT) / (Maximum Effort*kW or GT)

As in the last 2016 Report in the calculation of the indicator have been used the “Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy “(Brussels, 2.9.2014 COM (2014) 545 final).

In the Annex 5 are reflected the level of Ratio between fish days and maximum fish days per fleet segments for the analysed period 2010-2017. In accordance with the relevant Guidelines for the indicators calculation for active and passive gears have been used the capacity in kW for engine power and tons for GT. We are reiterating that: in the waters of the Black Sea, especially for the N-W part, the fishing conditions are not favourable for a long fishing season. It is owed to the specific hydro-climatic conditions such as: many days with strong wind during autumn, winter and in the first half of spring season. Also, in the same periods of time are recorded very low temperatures leading to a seasonal fishery – the majority of fish pelagic species, are migrating in the Romanian littoral starting late in March and stopping this migration starting with month of September. In the same situation, it was observed that Rapa whelk starts to be present in the Romanian fishing area by month of May until no late than middle of November when the water temperature is already very low, around max 7-8⁰ C. All these conditions are causing massive withdrawals of the species towards wintering areas that are not accessible, especially for small scale vessels that characterize the Romanian fleet, as number. Also, in order to reduce the impact on main species for economic interest, annually temporary closed fishing period during April – May is applied.

From these reasons, according to the recorded data shows as result a number of fishing days theoretical/maximum amounting a level of 135 days. This level is based on the average of fishing days observed by fleet segments, such as: for VL2440m – 9 month x 15 days/month= 135 days; for VL1824m, VL1218m – 8 months x 14 days = 112 days; VL0612m – 7 months x 14 days/month = 98 days, and VL0006m – 6 months x 14 days/month = 84 days. Annex 6 shows the level of calculated indicators, as mentioned above.

F.2. Biological indicators

F.2.: Ratio between F estimated and F target (F/F_t)

To facilitate comparisons and to avoid duplication of work, we used data collected according to the Data Collection Framework for National Fisheries Data Collection Program, **send to various STECF meetings dedicated for stocks status assessment, Black sea analyses, etc, or GFCM working groups meetings for the Black Sea – in all of these meetings Romania is only country in the region submitting all required data.**

Fishing mortality (F) and F_{msy} used for analysis is specified at Black Sea level because the fish species having commercial value are shared within EEZ of the Black Sea riparian countries (namely sprat, turbot, anchovy, whiting, dogfish, red mullet, etc.).

Two indicators are used to assess whether vessels are relying on overfished stocks (SHI), or involved in causing a high biological risk to a depleted stock (SAR). We are mentioning that the segment VL1824m is missing, in past years, due to the fact it was catching only Rapa whelk, which is not in the species list of the National Program Data Collection for 2014-2016.

The indicators are calculated for all area of the Black Sea according to GFCM/FAO division's definition – namely for the area FAO 37.4.2 and GSA 29 – only one area and no subdivisions. **Romania proposed, and various working groups of GFCM, EU Commission (e.g. RCMed&BS 2012, WGBS 2017) approved the significant recommendations for the stocks bordering due to the fact the third parties versus EU are not applying the same management measures, despite their commitments on the occasion of the GFCM high level Conference Bucharest Declaration – 2016 on the fishery development for a sustainable exploitation of the fishing resources. Until the final results of these started works the signification and its importance of these indicators is not suitable for the assessment of the unbalanced or balanced ratio between fishing opportunity and fishing capacities for both EU countries in the area, Romania and Bulgaria.**

That's why we are reiterating the same assumptions as in the last 2016 Report:

1) SHI - indicator

The sustainable harvest indicator (SHI) is a measure of how much a fleet segment relies on stocks that are overfished. Here, "overfished" is assessed with reference to F_{msy} values over time. **Threshold:** Values of the indicator above 1. When the value of SHI is >1 , indicates that a fleet segment is, on average, relying for its income on fishing opportunities which are structurally set above levels corresponding to exploitation at levels corresponding to MSY. In the Romanian fleet segments, all values of SHI are above 1 – Table 7.

The fishing opportunities do not necessarily match the MSY objective at all times, but the first biological indicator has been designed with this overall objective this in mind.

In the Romanian case, it would however not be appropriate to conclude that a fleet segment is necessarily in imbalance if we take into account that the transition is underway to align fishing opportunities with the MSY objective as set out in the CFP and also if we take into account the values of the stocks-at-risk indicator (SAR).

2) SAR - indicator

In the last year Report Romania mentioned, and we are reiterating it, the comment from Guidelines: "The stocks-at-risk indicator is a measure of how many stocks are being affected by the activities of the fleet segment – in other words, stocks which are at low levels and are at risk of not being able to replenish themselves and which are either important in the catches of the fleet segment or where the fleet segment is important in the overall effects of fishing on the stock. **Threshold:** if a fleet segment takes more than 10% of its catches taken from a stock which is at risk, this could be treated as an indication of imbalance. If a fleet segment has an impact on one or more stocks at high biological risk, this is an indicator of a potential capacity imbalance.

It is not the case of the Romanian catches. Compared to catches made at the Black Sea level, Romanian catches are below 10%, most of them under 1%, so that SAR indicators are not calculated by Romania."

Table 7. Biological indicators

Fleet segments	Biological indicators	2011	2012	2013	2014	2015	2016
PMP <6m	SHI				3.54817	7.258358	0.71504
	SAR	0	0	0	0	0	0
PMP 6-12m	SHI				4.828312	3.241051	0.97554
	SAR	0	0	0	0	0	0
PMP 12-18m	SHI				4.784007	4.833876	0.81026
	SAR	0	0	0	0	0	0
PMP18-24m	SHI						0.64087
	SAR	0	0	0	0	0	0
PMP 24-40m	SHI				2.766669	2.388445	1.01521
	SAR	0	0	0	0	0	0
PG 6-12m	SHI				4.110951	2.526987	1.82199
	SAR	0	0	0	0	0	0

F.3. Economic indicators

The economic indicators are calculated using the last version of the Commission Guidelines (2.9.2014), data provided by the National Program for Data Collection. The indicators are provided for each segment of the fleet, based on the total number of 121 active vessels registered in Romanian Fishing Fleet Register – see Table 4.

1) ROI = Net profit / Capital asset value

Net profit = (Income from landings + other income) - (crew costs + unpaid labour + energy costs + repair costs + other variable costs + non-variable costs + depreciation)

Capital asset value = Vessel replacement value + estimated value of fishing rights

BER = (Fixed costs)/(1- [Variable costs/Current revenue])

Fixed costs = Non variable costs + depreciation

Variable costs = Crew costs + Unpaid labour + Energy costs + Repair costs + Other variable costs

Table 8. Economic data and calculation of Economic indicators in 2016 Euro

Indicators	VL2440PMP	VL1824PMP	VL1218PMP	VL0612PG	VL0612PMP	VL0006PG
Income	561248	171939	1882727	342528	855333	28846
Other income	0	0	0	0	0	0
Current revenue	561,248	171,939	1,882,727	342,528	855,333	28,846
Crew costs	111,809	8,048	230,783	108225	146820	11596
Unpaid labour	11052	3750	9850	3662	29567	802
Energy costs	116,933	20,508	215,444	50,210	114,068	2,783
Repair and maintenance costs	47590	1230	57208	46281	56161	2,739
Other variable costs	3526	0	19621	11675	18036	749
Non-variable costs	10911	5604	16014	42314	65082	1730
Depreciation	45247	7571	94492	19123	11643	4214
Total costs	347,068	46,711	643,412	281,490	441,377	24,613
Net profit	214,180	125,228	1,239,315	61,038	413,956	4,233
Vessel replacement value	2400000	360000	3630000	543300	482150	78200
Estimated value of fishing rights	6539	388	10737	10809	16201	1195
Capital asset value	2406539	360388	3640737	554109	498351	79395
ROI	9%	34.8%	34.04%	11.02%	83.1%	5.33%
ROI – risk free long-term interest rate	5.27%	31.07%	30.31%	7.29%	79.37%	1.6%

BER	116510	16469	153481	171612	133667	16839
CR/BER	4.82	10.44	12.27	2.00	6.4	1.71

ECB – interest rate 3.73 Source [data regarding long term interest rate -](http://sdw.ecb.europa.eu/quickview.do?SERIES_KEY=229.IRS.M.RO.L.L40.CI.0000.RO.N.Z)

http://sdw.ecb.europa.eu/quickview.do?SERIES_KEY=229.IRS.M.RO.L.L40.CI.0000.RO.N.Z

Return of investment (ROI)

The interpretation of the values of ROI is based comparing the level of the Long-term interest rate of 3.73 % at the end of 2016, the ECB/National Bank of Romania. Table 8 indicates that the fleet segments VL2440PMP, VL1824PMP, VL1218PMP, VL0612PG, VL0612PMP and VL0006PMP have a positive return of investment (ROI), the value of the ROI indicator being in this case higher than the long-term interest rate (3.73%) -Table 8.

The main focus of fishing activities is on Rapa whelk; the increasing harvest lead to a very big value in tons of total landings and the corresponding value in total revenue. Meantime, in the case of Rapa whelk harvesting, offers facile conditions of exploitation, vessels are not spending to search agglomeration locations, Rapa whelk being a species grouped in the same areas of mussels, for feeding. There still persist the situation for vessels in terms of a fuel consumption, but their technical conditions proving the contrary, that meant a significant fuel consumption is registered, on the segments VL1218PMP, VL1824PMP and VL2440PMP. This trend of fishermen to focus in Rapa whelk fishery, lead to an increased dependency of fleet on the Rapa stocks abundance. Despite of a decreasing tendency of unit price for the Rapa species (first sale price) the availability on the stocks and increased landings achieved are leading to a good profitability of the fleet segments, excepting the segment VL0006PG using passive gear.

2) The ratio between current and break-even revenue (CR / BER)

The profitability level is shown, also, by the level of the ratio of CR/BER indicator - Table 8, with a level above about 2, suggesting the sufficient revenue generated by the fleet covering the variable and fixed capital, costs, so the segments are profitable.

The indicators calculated and analysed in the Report chapter conduct to the conclusion in 2016 Romania's fishing fleet was in balance with the fishing opportunities in the Black Sea national fishing area.

Considering the biologic indicator, namely SHI – sustainable harvest indicator, showing the dependence of the fleet from over exploited shared stocks at all Black Sea level, but according to the SAR levels, the impact of Romanian fleet is totally insignificant. In respect to efforts deployed for achieving a balanced activity level for the all fleet segments we present in the Annex no 7 the Action Plan (designed for 2017 year, and its applied measures), and for the 2018 additional measures aiming to diminish the level of recorded imbalances in the Romanian fleet segments.

PRESIDENT,

Nicolae DIMULESCU



ANNEXES

Annex 1. Fishing fleet evolution in period 2010-2017

Fleet segment		2010	2011	2012	2013	2014	2015	2016	2017
VL 00-06 PG	No of vessels	35	38	29	10		12	10	12
	GT	27.7	22.5	20.3	6.26	-	8.78	6.76	9.21
	kW	429	438	528	176.72		201.84	189.78	189.78
VL 00-06 PMP	No of vessels	1	3	5	5	10			
	GT	0.53	2.28	3.75	2.95	7.93	-	-	-
	kW	3.7	21	143	146.63	212			
VL 00-06 inactive	No of vessels	14	15		10	6	4	4	4
	GT	10.6	11	-	6.89	3.34	3.16	3.66	3.09
	kW	189	193.1		21.2	22	10	4.41	4.41
VL 06-12 PG	No of vessels	163	149	121	72	75	78	63	65
	GT	168	210	161	108.17	111	120.39	99.81	101.64
	kW	1280	2852	2127	1989.61	1102	1256.46	836.08	583.66
VL 06-12 inactive	No of vessels	202	269	77	71	28	20	21	16
	GT	265	262	75.9	80.6	46.2	25.38	41.88	26.65
	kW	1631	1553	437	865.3	391	196.29	291.59	92.67
VL 06-12 PMP	No of vessels	6	7	24	19	26	23	31	34
	GT	4.08	9.03	101	48.22	66	65.25	85.97	104.13
	kW	15.42	116	702	884.97	1067	678.42	426.35	540.54
VL 12-18 PGO	No of vessels			2					
	GT	-	-	45.3	-	-	-	-	-
VL 12-18 PMP	No of vessels				5	10	11	13	19
	GT	-	-	-	119.6	308	340.37	388.13	616.41
VL 12-18 inactive	No of vessels	3	3			1		1	
	GT	45.6	45.6	-	-	6.6	-	53.77	-
VL 18-24 PGP	No of vessels		1	1					
	GT	-	87.8	87.8	-	-	-	-	-
VL 18-24 PMP	No of vessels						1	1	1
	GT	-	-	-	-	-	70	70	70
VL 18-24 inactive	No of vessels	3	1						
	GT	253	85	-	-	-	-	-	-
VL 24-40 PMP	No of vessels	1	2	1	2	2	2	3	4
	GT	136	265	129	240	240	240	359	476
VL 24-40 inactive	No of vessels	1		1					
	GT	136	-	111	-	-	-	-	-
Total	No of vessels	429	488	261	194	158	151	147	155
	GT	1047	999	735	613	790	873.33	1108.98	1407.13
	kW	5040	6965	5863	6282	6111	6031.67	5845.82	6200.78

Annex 3. Landed quantity for fishing gear in 2017

Fishing gear	Landed quantity (kg)	Share of the total landings (%)
TBB - Beam trawl	7,401,471	77.48
Miscellaneous-hand harvesting (e.g. snails)	1,985,138	20.78
FPN – Traps	84,484	0.88
GNS - Gill nets	56,505	0.59
OTM - Midwater other trawls	17,860	0.19
LHP-Hand lines	5,240	0.05
LLS- Set longlines	2,374	0.02
SB - Beach seines	110	0.00
	9,553,182	100

Annex 4. Romanian national fleet structure, activity and production in 2010-2016

Variable	2010	2011	2012	2013	2014	2015	2016
Capacity							
All Vessels	429	488	261	194	158	151	147
Inactive vessels	223	288	78	82	35	24	26
Average of vessel (LOA) (m)	7,68	7,44	7,14	7,54	7.84	8.26	8.65
Average vessel age (years)	22	17	12	15	17	18	18.6
GT (thousand tonnes)	1,1	1	0,7	0,6	0.8	0.87	1.11
kW Engine power (thousands KW)	5,1	7	5,8	6,1	6.1	6	5.85
No Enterprises (N)	43	105	91	74	77	80	79
Employment							
Total employment	444	454	471	302	330	331	326
Fishing Effort							
Fishing Days (thousand days)	4,1	2,5	3,4	2,7	2.7	3.68	3.75
Days at Sea (thousand days)	4,3	2,6	3,4	2,8	2.8	4	4.1
GT fishing days (thousands)	590	276	728	186	238	375	549
Energy consumption (thousands of litres)	205	256	166	361	545	711	744
Production							
Landings weight (thousand tonnes)	0,2	0,5	0,8	1,7	2.2	4.8	6.8
Landings value (million Euros)	0,5	1,4	0,9	1,4	2.5	4.3	3.84

Annex 5. Total ratio between days at sea and maximum days at sea for the different fleet segments in period of 2010-2017

Fleet segment	Capacity			Current effort			Maximum effort			Capacity utilisation		
	No. of vessels	GT	KW	days	GT days	KW days	days	GT days	KW days	days	GT days	KW days
VL2440 PMP	1	136	331	2	272	662	150	20400	49650	0.01	0.01	0.01
VL0612 PG	163	168	1280	3393	570024	4343040	24450	4107600	31296000	0.14	0.14	0.14
VL0612 PMP	6	5	15	12	60	180	900	4500	13500	0.01	0.01	0.01
VL0006 PG	35	28	429	719	20132	308451	5250	147000	2252250	0.14	0.14	0.14
VL0006 PMP	1	0.53	4	3	1.59	12	150	79.5	600	0.02	0.02	0.02
Total 2010	206	338	2059	4129	590490	4652345	30900	4279580	33612000	0.14	0.14	0.14
VL2440 PMP	2	265	773	52	13780	40196	300	79500	231900	0.17	0.17	0.17
VL1824 PGO	1	88	331	15	1320	4965	150	13200	49650	0.10	0.10	0.10
VL0612 PG	149	210	2852	2063	433230	5883676	22350	4693500	63742200	0.09	0.09	0.09
VL0612 PMP	7	9	116	156	1404	18096	1050	9450	121800	0.15	0.15	0.15
VL0006 PG	38	23	438	206	4738	90228	5700	131100	2496600	0.04	0.04	0.04
VL0006 PMP	3	2	21	76	152	1596	450	900	9450	0.17	0.17	0.17
Total 2011	200	597	4531	2568	454624	6038757	30000	4927650	66651600	0.09	0.09	0.09
VL2440 PMP	1	129	442	58	7482	25636	150	19350	66300	0.39	0.39	0.39
VL1824 PGO	1	88	331	14	1232	4634	150	13200	49650	0.09	0.09	0.09
VL1218 PGO	2	45	463	21	945	9723	300	13500	138900	0.07	0.07	0.07
VL0612 PG	121	160	2127	2101	336160	4468827	18150	2904000	38605050	0.12	0.12	0.12
VL0612 PMP	24	101	702	628	63428	440856	3600	363600	2527200	0.17	0.17	0.17
VL0006 PG	29	20	528	397	7940	209616	4350	87000	2296800	0.09	0.09	0.09
VL0006 PMP	5	4	143	61	244	8723	750	3000	107250	0.08	0.08	0.08
Total 2012	183	547	4736	3280	417431	5168015	27450	3403650	43791150	0.12	0.12	0.12
VL2440 PMP	2	240	1112	200	48000	222400	300	72000	333600	0.67	0.67	0.67
VL1218 PMP	4	113	976	137	15439,9	133712	600	67620	585600	0.23	0.23	0.23
VL0612 PG	72	108	1990	1376	148842	2737703	10800	1168236	21487788	0.13	0.13	0.13
VL0612 PMP	19	48.2	885	467	22518.7	413281	2850	137427	2522164,5	0.16	0.16	0.16
VL0006 PG	10	6.26	176,7	438	2741.88	77403,36	1500	9390	265080	0.29	0.29	0.29
VL0006 PMP	5	2.95	146.6	82	241.9	12023.66	750	2212.5	109972.5	0.11	0.11	0.11
Total 2013	112	518	5286	2700	237784	3596523	16800	1456886	25304205	0.16	0.16	0.16
VL2440	2	240	1112	177	42480	196824	300	72000	333600	0.59	0.59	0.59

PMP													
VL1218 PMP	10	308	2095	392	120736	821240	1500	462000	3142500	0.26	0.26	0.26	
VL0612 PG	75	111	1102	1469	163059	1618838	11250	1248750	12397500	0.13	0.13	0.13	
VL0612 PMP	26	66	1067	567	37422	604989	3900	257400	4161300	0.15	0.15	0.15	
VL0006 PMP	10	7.93	212	169	1340.17	35828	1500	11895	318000	0.11	0.11	0.11	
Total 2014	123	733	5588	2774	365037	3277719	18450	2052045	20352900	0,25	0,25	0,25	
VL2440 PMP	2	240	1111.6	245	58800	272342	300	72000	333480	0.82	0.82	0.82	
VL1218 PMP	11	340.37	2305	645	219539	1486725	1650	561611	3803250	0.39	0.39	0.39	
VL1824 PMP	1	70	272.06	33	2310	8978	150	10500	40809	0.22	0.22	0.22	
VL0612 PG	78	120.39	1256.46	1747	210321	2195036	11700	1408563	14700582	0.15	0.15	0.15	
VL0612 PMP	23	65.25	678.42	1058	69035	717768	3450	225113	2340549	0.31	0.31	0.31	
VL0006 PMP	12	8.78	201.84	317	2783	63983	1800	15804	363312	0.18	0.18	0.18	
Total 2015	127	844.79	5825.38	4045	562788	4744832	19050	2293591	25181982	0.35	0.35	0.35	
VL2440 PMP	3	359	1332.25	270	96930	359708	405	145395	539561	0.67	0.67	0.67	
VL1824 PMP	1	70	272.06	70	4900	19044	135	9450	36728	0.52	0.52	0.52	
VL1218 PMP	13	388.13	2309.30	855	331851	1974452	1755	681168	4052822	0.49	0.49	0.49	
VL0612 PG	63	99.81	836.08	1328	132548	1110314	8505	848884	7110860	0.16	0.16	0.16	
VL0612 PMP	31	85.97	426.35	1294	111245	551697	4185	359784	1784275	0.31	0.31	0.31	
VL0006 PG	10	6.76	189.78	276	1866	52379	1350	9126	256203	0.20	0.20	0.20	
Total 2016	121	1009.67	5365.82	4093	679340	4067594	16335	2053807	13780449	0.47	0.47	0.47	
VL2440 PMP	4	476	1217.25	411	195636	500289.75	600	285600	730350	0.69	0.69	0.69	
VL1824 PMP	1	70	272.06	102	7140	27750.12	150	10500	40809	0.68	0.68	0.68	
VL1218 PMP	19	616.41	3300.41	1029	634285.89	3396121.89	2850	1756768.5	9406168.5	0.36	0.36	0.36	
VL0612 PG	65	101.64	583.66	1352	137417.28	789108.32	9750	990990	5690685	0.14	0.14	0.14	
VL0612 PMP	34	104.13	540.54	1761	183372.93	951890.94	5100	531063	2756754	0.34	0.34	0.34	
VL0006 PG	12	9.21	189.78	204	1878.84	38715.12	1800	16578	341604	0.11	0.11	0.11	
Total 2017	135	1377.39	6103.7	4859	1159730.94	5703876.14	20250	3591499.5	18966370.5	0.39	0.39	0.39	

Annex 6. The Vessel Utilization Indicator 2010-2017

Fleet segment	2010	2011	2012	2013	2014	2015	2016	2017
VL0006 PMP	0.02	0.17	0.08	0.11	0.11	0.18	0	0
VL0006 PG	0.14	0.04	0.09	0.29	0	0	0.20	0.11

<u>VL0612 PMP</u>	<u>0.01</u>	<u>0.15</u>	<u>0.17</u>	<u>0.16</u>	<u>0.15</u>	<u>0.31</u>	<u>0.31</u>	<u>0.34</u>
<u>VL0612 PG</u>	<u>0.14</u>	<u>0.09</u>	<u>0.12</u>	<u>0.13</u>	<u>0.13</u>	<u>0.15</u>	<u>0.16</u>	<u>0.14</u>
<u>VL1218 PMP</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.23</u>	<u>0.26</u>	<u>0.39</u>	<u>0.49</u>	<u>0.36</u>
<u>VL1218 PGO</u>	<u>0</u>	<u>0</u>	<u>0.07</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>VL1824 PMP</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.22</u>	<u>0.52</u>	<u>0.68</u>
<u>VL1824 PGO</u>	<u>0</u>	<u>0.1</u>	<u>0.09</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>VL2440 PMP</u>	<u>0.01</u>	<u>0.17</u>	<u>0.39</u>	<u>0.67</u>	<u>0.59</u>	<u>0.82</u>	<u>0.67</u>	<u>0.69</u>

Annex 7. Action Plan

Action plan under Article 22(4) of Regulation No. 1380/2013 on the Common Fisheries policy

The biological SHI indicator relies on the exploited stocks, which in the all Black Sea area overfished. But, according to the SAR indicator levels (all of them below 10%, and most of them less than 1%), the impact of Romanian fishing fleet is not at all significant. The impact of the Romanian fleet on the species status stocks is the lowest in the division GSA 29/FAO 37.4.2. fishing area – the only one in the Black Sea -, as it was stated in the last Report.

The actual action plan for the segments of application of the addressed measures, is based on the economic and technical indicators. Romania proposes an action plan that includes the application of measures in the previously adopted plan (2016) and the introduction of additional measures for some fleet segments, where is the case, as follow:

The Romanian fishing vessels are conducting fishing activities under instable hydro-climatic conditions specific for the Black Sea. This fact is conducting to a reduced fishing days' number, lower than in other marine area. This is negatively influencing the levels calculated for "vessel use indicator" (VUR). The reduced total number of fishing days leads to a decreased pression on the fishing stocks. As a result, the measures taken by the financial/banking sector did not consider the productive sectors of the national economy, mainly for the fishing sector, which could not apply for financing investments, reducing of the resources to vessels modernise, so that the ROI and CR/BER indicators show a stable level for all segments between 2012 and 2017 – see Table 8.

Romania would implement the measure "Support for the design and implementation of conservation measures and regional cooperation" from Article 37 of the EMFF Regulation to ensure effective regional cooperation at the level of all Black Sea area for the implementation of relevant measures approved under EU legislation and the recommendations of the GFCM - the regional fisheries management organization. Both organizations are to enforce the necessary actions ensuring the common playing field for all riparian countries, especially for third countries in the area to introduce in their national legislation the same management measures.

As a general measure in the Previous action plan has a result in the reduction of the number of the fishing vessels, observed from a total of 261 in 2012 to 155 in 2017 (Annex 1). The total number of Romania fishing vessels, the catch as value and volume, indicate a percentage much lower than 10%, in the total catches at Black Sea area shared stocks, so the actual impact of the Romanian fleet is not significant and could not improve the sustainable exploitation of fish species stocks. The level of the Romanian fishing fleet capacity is managed to ensure the level of economic efficiency and preservation of the economic activities of the actual coastal fisheries communities. At 32.12.2018 the number of fishermen was around 404. Also, Romania has the objective to consolidate the socio-economic conditions of the local fishery communities.

Other important managing measure is to adopt annually, by the ministerial order TACs and quotas and ensuring an adequate effort levels for marine fisheries in Romanian waters of the Black Sea. The general measure in the Romania fishing fleet management is the implementation

of Annual Plan for monitoring, control and inspection of all fishing activities, under the guidance of Commission and EFCA specialized services.

Ensuring the fulfilment of its commitments to the EU on Common Fisheries Policy provisions, Romania is continuing to implement the Action Plan in line with the Guidelines used for this Report, till 2020 year, and mentioning the measures deployed according the last two years plans. For the implementation of this Plan the EMFF financing support could be used. This provision will allow fishermen organizations to increase the technical fleet level, including introducing in use gears with increased selectivity, as a main goal for the next future.

Segment VL0006 PG – considering the VUR values a decrease is observed from the year 2016 from 0,20 to 0.11 in 2017 year. Still the value indicator is under reference point 0.7 that meant the segment could be considered underbalanced. The Plan would consider continuing the specific measures adopted in the last two years and added others:

- Issuing fishing permits/licenses in order to catch other alive marine resources than fish (such as molluscs, Rapa whelk) in order to reduce the pressure on pelagic fish stocks. – Deadline: annually until 2020;
- Continuing the organising professional meetings with scientists and fishermen. – Deadline: 31.12.2020, in 2017 two such some meetings were assured.
- Limitation of the fishing licenses number to control the pressure on the pelagic fish stocks;
- As a measure, applicable for all fleet segments, including this one, is to control the issuing licence for new entry vessels in order to assure the total capacity ceiling at national level;
- Reinforcing the control of temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020; Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears.

Segment VL0612 PMP – during the analysed period the VUR value level was increased in 2017 at 0.34 versus 0.31 in 2016. The increasing trend is observed on the economic indicators – Table 8. Due to the below 0.7 level of VUR in the Plan are included following measures:

- Issuing fishing permits in order to catch other alive marine resources (such as molluscs) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020
- Limitation of the fish permits/licenses in order to stabilised fishing capacity and effort; – Deadline: annually until 2020, in order to ensure the total capacity ceiling of the national fleet;
- Increasing the number of fishing days; – Deadline: permanently;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020;
- Orientation of the fishermen to use diversified fishing gears specialised for target species; – Deadline: 31.12.2018;
- Ensuring the meetings organisation between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2020;
- Organising professional training sessions for the fishermen. – Deadline: 31.12.2017.

Segment VL0612 PG – the increased level of indicator evolution between 2016 – 0.14 and 2017 – 0.16 shows a positive trend, still the level of indicator is under 0,7 reference point; the measures will consist on specific issues:

- Annual order of the agriculture ministry to establish the number of fishing gear, especially for turbot and associated species, such as Pick dogfish; – Deadline: annually, 1st Quarter;
- Improving gradually the gears selectivity; – Deadline: 31.12.2018;

- Strengthening the control on the number of fishing authorisations in order to stabilise the number of vessels – Deadline: annually until 2020, in order to ensure the total capacity ceiling of the national fleet;
- Ensuring the organization of meetings between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2017;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020; Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears.
- Issuing fishing permits/licenses in order to catch other alive marine resources (such as molluscs, Rapa whelk) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020.

Segment VL1218PMP – despite the positive trend observed on the economic and technical indicators during the analysed period (2012-2016/2017) the following measures will be introduced in the action plan:

- Annual order of the agriculture ministry to establish the number of fishing gear, especially for turbot and associated species; – Deadline: annually, 1st Quarter;
- Professional training of crews – Deadline: 31.12.2017; Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears.
- Limitation the number of fishing permits in order to stabilize the number of the vessels – Deadline – annually until 2020; in order to ensure the total capacity ceiling of the national fleet;
- Assistance in vessel modernisation that would be supported by the specialists;
- The increase of the selectivity of fishing gears. – Deadline: 31.12.2018;
- Ensuring the meeting between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2017; Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears.
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020;
- Issuing fishing permits in order to catch other alive marine resources (such as molluscs) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020.

General measure ensuring the balance between fishing capacity and fishing opportunities for the national fleet is the assistance for marketing support, i.e. the construction of the Fish auction in Tulcea city. This auction will cover the needs of Black Sea fishermen to sell their products throughout this electronic auction in order to increase the income by transparent and more efficient first sale system opened for the registered merchants – Deadline 31.12.2019.

Romania will improve the necessary measures on management of its fleet capacity according to the above-mentioned, in order to comply with the commitments to EU, according to the

provisions for achieving the targets of Common Fisheries Policy as per the Art. 2 of Regulation (EU) no 1380/2013. According to the figures in Table 1 and Annex 4 can be observed that total catches of achieved 9.5 thousand tonnes and 404 fishermen in 2017. This meant, the issuing of fishing permits to catch Rapa whelk is a good measure to reduce the pressure of Romanian fleet on the shared fish stocks in the Black Sea, and this permanent measure in the Action Plan is justified.

We reiterate that the total catches of Romania fleet are much below 10 % of the total catches of each stock in the area. The stocks in the Black Sea area are common and shared with the riparian countries, so the contribution of Romanian fleet to achieve the MSY in the region should be evaluated according to the size of the fleet (the smallest in the Black Sea area), and a conclusion is that the impact of the Romanian fleet to fish stocks is quite limited, as expressed in last reports.

The low level of indicators shows the conclusion that is a reduction of the pressure on the fish stocks, a positive aspect that should be take into account in the evaluation of the overall situation related to fishing capacity of Romania.

Romania is fully engaged to ensure the implementation of its commitments to achieve the targets of the Common Fisheries Policy, including the measures to achieve in the next future a balance between fishing opportunities and fishing capacities for the fishing fleet.

The actual small limits of Romanian fishing fleet are the lowest in recent years, in the EU fishing fleet, and the Action Plan has a target to maintain the existence of the national fishing sector, aiming the consolidation of the small-scale fishery, including hand harvesting of other marine fishing resources than fish species, i.e. Rapa whelk and mussels.